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The Daily Press.

HONGKONG, AUGUST 18TH 1909.

No one who has the smallest acquaintance with the local history of this Colony will need to be reminded of the claim to a more effective voice in the management and control of local affairs which the British Community has consistently been urging for the past fifty or sixty years. By public meetings and by petitions to Parliament they have frequently asserted this claim in the strongest possible manner, and we all know how successive Governments have expressed a large amount of sympathy with this desire and have met it to some extent by increasing the unofficial representation on the Legislative Council, and by yielding to the wish for unofficial representation on the Executive Council. Two Governments of opposing shades of politics have even considered the feasibility of establishing a Municipal Council in Hongkong; but while they came to the conclusion that the proposal was not a practical one in Hongkong they nevertheless strongly sympathized with the aspiration of the community to participate in the management and control of local affairs in every practical way. We regret to notice a very pronounced tendency in recent Colonial legislation to check and to counteract such developments. Unofficial representation on the Sanitary Board has become practically valueless, and at next Friday's meeting of the Council one of the most reactionary Bills that have been laid before the Legislative Council for some time comes up for its second reading. It is a short Bill to amend the Liquor Licences Ordinance

of 1905, and a memorandum appended to the Bill bluntly states that the primary object of this measure is to transfer from the Justices of the Peace to the Government the control of publicans and adjunct licences. It further explains that "The existing system, whereby these licences are issued by the Justices, has been proved in practice to be cumbersome by reason of the lengthy procedure attendant under the Principal Ordinance upon the issue of a licence and to be more a matter of form than of utility by reason of the fact that the meetings are attended for the most part only by the presiding Magistrate, the Captain Superintendent of Police and one other official Justice called in to make a quorum." The Attorney-General is certainly correct in his reference to the attendance at these meetings called for the purpose of issuing or transferring licences, but this fact does not strike us as a sufficient reason for concentrating the sole authority in the Captain Superintendent of Police. It is astonishing that such a proposal should be brought forward nowadays when public sentiment is so far from favouring secrecy in such matters that it leans to local option. What we have to bear in mind is the fact that under the system which at present obtains in Hongkong, and has obtained, we believe, throughout the life of the Colony, the Justices of the Peace, and through the advertisements in the local Press, the community generally, are kept informed of all applications which are being made; and though, in nine cases out of ten, not more than three of the hundred and sixty Justices of the Peace attend the meetings, it is no argument that the general body of Justices have not paid any attention whatever to the application. We can agree with the Attorney-General that the person most competent to judge of the merits of a candidate for a licence is the Captain Superintendent of Police, upon whom devolves the duty of ensuring that the business of the licences is carried on in a proper and orderly manner, but it seems to us rather too much to claim that this official is also the most competent to judge of the suitability of a locality in which to open licensed premises. There are surely many unofficial Justices who are equally competent to judge such a question. Have there not, indeed, been occasions when the Justices of the Peace have disagreed with the recommendations of the Captain Superintendent of the Police on that point? Be that as it may, the question of the suitability of a locality is eminently one on which the community generally should have a voice, and in view of the increased interest which must attach to this subject by reason of the proposed further taxation of the liquor trade, it seems to us more than ever desirable and necessary that the powers which existing Ordinances confer upon the Justices of the Peace should not be interfered with. What have the Justices themselves to say on the subject? Of the 160 on the roll only 40 are officials. Why do not the unofficial Justices of the Peace convene a meeting and express their views on the subject by a resolution?

To-day the Emperor of Austria celebrates his seventy-ninth birthday.

The Chartered Bank of India, Australia and China opened a Sub-Agency of the Bank at Klang, in the Federated Malay States, on the 20th ult.

It is stated that there are two boats, one a "Loe Funnel" and the other a P. and O., up the Yangtze River at the present time loading consignments of Chinese pork for the English market.

A concert has been arranged to-night at 8 p.m. in the Sailors' Home, Arsenal Street, by the Hongkong Temperance Union. Mrs. Kaur, Mrs. Jonghin and Mr. White of the Tamar are amongst those who have promised to sing. Strangers will be welcomed.

Mr. J. S. Dobie, the Hongkong Agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 31st July, 1909, amounted to 29,511.33 tons and the sales during the period to 15,072.07 tons.

Say what you will about the Germans, says the Tsingtau correspondent of the Shanghai Mercury, but they are an industrious nation, whether it comes to tilling the land or inventing airplanes. The Tsingtau hills and valleys have changed very materially in ten years. Trees have been planted and good roads laid out everywhere. All the beautiful hills round Tsingtau are either replete with modern forts, little Gibraltar, or with waterworks and signal stations. Business is also experiencing a considerable revival, they say. Whatever the reason may be, but summer guests are exceptionally few this year. New buildings are put up here and there, and among them a new Lutheran church. This community may be in need of a new church, but much more of a religious revival—more spiritual salt and less of social and moral decay.

At Bham Church, Berkshire, on Sunday, 18th ult., the marriage was solemnized of Mr. F. Ronald Easterbrook and Mrs. Little, widow of Mr. R. W. Little, of Shanghai. The Rev. William Farrer, Vicar of Bham, officiated, and the bride was given away by Admiral Sir Edward Seymour, late Commander-in-Chief of the China Station. Mr. Portie Wilkinson acted as best man, and Miss Wilkinson, daughter of Lady Wilkinson, attended the bride.

The death is announced of Mr. Fred Haskell, a well-known resident of Shanghai. He died last month in New York. Mr. Haskell came to China in the early sixties, when Shanghai was young and small. He was public spirited and did much for the development and extension of the Model Settlement, having served as a Municipal Councillor. He was intensely interested in all that pertained to the welfare of Shanghai. For some years he was at the head of the China and Japan Trading Company, in Shanghai. He retired from business about ten years ago and returned to his native land—America.

CORRESPONDENCE.

THE QUESTION OF THE HOUR.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Hongkong, 17th August, 1909.
SIR,—Reading the correspondence in the columns of the Local Press about the burning question of the hour, i.e., the Colony's increased taxation, it occurs to me that our denizens have left out of their estimates the veiled promise, by the Home Government, of a probable reduction of the Colony's Military Contribution.

I think it is rather giving the show away to rush into proposals to entirely meet the revenue deficit in the ways suggested in such correspondence as I have read. Better to find out first what is actually needed and then discuss how that amount is to be acquired. There is little use in slapping our pockets now and saying we are rich; we will probably regret having done so later on when the University fund becomes a fait accompli.

Enclosing my card,—I am, yours respectfully,
CREPUSCULUM.

[Our correspondent's letter is evidently written under a misapprehension, but, as it may be shared by many others, I insert the letter and explain that the Government what the Colony will lose in revenue from opium. That cannot be ascertained until the new tender for the farm is accepted and the Imperial Government announces the exact amount of its promised "substantial contribution." Apart from the loss of opium revenue the Government calculates that there will be a deficit of some four lakhs of dollars, as was the case last year. To avoid taxation last year the Government put the Civil Servants' Widows and Orphans Fund into the general exchequer, but this year no such funds are available, and consequently the Government must have recourse to increased taxation in some form. The proposal now announced in, we fear, not the only one of the kind we are destined to hear of, as it is not estimated to yield more than two and a half lakhs at the most, while many believe a tenth of that sum will be found much nearer the mark.—Ed.]

FRENCH SAILOR DROWNED.

The danger of overloading a small cutter was emphasised on Monday when R. O. Rodolphe de Messini, one of the crew of the French mail steamer Ernest Simon, was drowned in the harbour near Yau-mat. The deceased, with three other seamen, took the cutter to Lai-chi-ko to procure a load of sand to clean the decks of the steamer. It appears that they overloaded the small craft so that when she left Lai-chi-ko she was down in the water nearly to the gunwale. On the way back a stiff westerly breeze was encountered and the vessel heeled over before the sail could be lowered. Water immediately poured in and in a few seconds the cutter had sunk, and the seamen were left struggling in the water. A water police pinnace was in the vicinity, and as soon as those on board observed the accident they immediately went to the rescue of the sailors, and succeeded in hauling three men out of the water. The deceased, however, went under before the arrival of the police, and did not come to the surface again. The body has not yet been recovered.

THE FLOODS IN MANCHURIA.

FARMERS OUT THE RAILWAY EMBANKMENTS. A very peculiar state of affairs has prevailed on the I.R.N.C. north of the Wall for nearly a week longer, the China Times says. Last Monday was the day on which there was through railway communication between Peking and Mukden. There has been heavy rains, resulting in floods in South Manchuria. At Hsinminfu the I.R.N.C. have a bridge with a waterway of 300 ft. in width. But the river has changed its course and now runs some three miles to the westward of this. It has run up against the railway track, and the railway embankment has blocked its progress. The consequence was that the lands of the farmers whose property adjoined the line were flooded, and the farmers out through the railway embankment in order to liberate the accumulating waters and free their own property from being flooded. When the railway engineers came to repair the embankment, the farmers and villagers of the neighbourhood opposed them and prevented them from carrying out their work. But this was not the main trouble. Further South and near Kaopante there were three separate points in the railway track where a wash-out had occurred. As we have said, Monday was the day on which a train was able to get through from Peking to Mukden. On Tuesday the train was diverted to Yingkow, and thence passengers were carried on the Japanese line to their destination. On Wednesday the I.R.N.C. had trains at both sides of the three breaks, and conveyed the passengers from one train to the other. But this took something like five hours, and, being too tedious, was abandoned on Wednesday, when the Yingkow route was resumed. This arrangement is still being carried out. It is expected that it will be at least five or six days before normal conditions of traffic are resumed on this portion of the I.R.N.C. system.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

SPAIN AND MOROCCO.

LONDON, August 16th.

Reuter's special correspondent at Melilla says that General Marina's force now amounts to 30,000 infantry, 1,400 cavalry, 16 field and 40 mountain guns. The spirit of the troops is admirable, but the nature of the country presents immense obstacles to the Spanish troops.

THE MOORISH REVOLT.

LONDON, August 16th.

A Tangier message states that the Sultan's forces made a combined attack on the Army of the Pretender and defeated it. The Pretender escaped, but it is expected that his power has now been entirely broken.

THE FUTURE OF THE CONGO.

LONDON, August 16th.

Prince Albert of Belgium has returned to Brussels from his trip to the Congo. He said that the Congo surpassed all his expectations, the country offering inexhaustible resources to men of energy and initiative. Its future was assured if they would strive to raise the moral level of the natives by improving their material condition.

CRETAN AFFAIRS.

LONDON, August 17th.

A despatch from Macedonia states that the new Administrative Committee in Canea yesterday took the oath of allegiance to the King of Greece.

LORD CHARLES BERESFORD'S DEFENCE.

REPLY TO INQUIRY COMMITTEE'S REPORT.

LONDON, August 17th.

Admiral Lord Charles Beresford, in a letter to the Press, states that it is hardly possible for a committee of the Cabinet to produce a report more in accordance with his statements. He attributes the introduction of eight important reforms, including a homogeneous fleet under a single command, and the formation of a naval war staff, to his suggestions.

He further maintains that there is a shortage of modern cruisers and destroyers, which means danger.

The Admiral repudiates any suggestions of disloyalty or want of discipline on his part.

DUKE OF CONNAUGHT AND THE ARMY.

There is no official announcement of the Duke of Connaught's resignation of the presidency of the Army Board of Selection, but the absence of the name of His Royal Highness from the list of the Board in the latest Army List confirms the report.

TURKEY AND MACEDONIA.

LONDON, August 17th.

It is reported from Constantinople that the Powers have informed the Porte of their decision to suppress the financial control of Macedonia as a mark of sympathy to the new regime.

[FROM THE "CHUNG NGOI SAN PO."]]

THE ANTUNG-MUKDEN RAILWAY.

PEKING, August 17th.

The Viceroy of Manchuria has

reported to the Throne that the Antung-Mukden railway question is difficult to solve. He states that several Japanese men-of-war have recently been visiting various ports in Manchuria, and using unnecessary force in the maintenance of their claim.

The Throne proposes to send Grand Secretary Na Tung and Tong Shiu Yee to Manchuria to make arrangements with Japan.

SUPREME COURT.

Tuesday, 17th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD, KARBERG & CO.

The eighth day's session was reached yesterday in the action in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. G. S. Craikhaan, mechanical engineer in the employ of Messrs. Arnhold, Karberg and Co. since 1905, said he saw a good deal of the late Mr. Rennie, who discussed with him in the early part of 1906 the erection of an ice plant at Junk Bay. Witness thought Mr. Rennie had studied the matter very considerably from a commercial point of view, and had quite a lot of catalogues of ice-making plants—English, American and German. Arnhold, Karberg & Co. had sold to Mr. Rennie some machinery and plant before witness arrived in the Colony. Some time in 1906 witness sold for Arnhold, Karberg and Company a small Brunswick ice plant capable of producing 100 tons a day. Witness was frequently at Junk Bay during the erection of the ice plant, and spoke to a difficulty which occurred with regard to the pumping.

Mr. Slade objected to Mr. MacNeill introducing the subject of machinery. If they had to go into that the case would last another four or five days.

Witness then produced a sketch of what he saw at Junk Bay and explained the mechanism of the disintegrator which was there and the other machinery.

The next witness was Mr. Eric Wolff, from the office of Messrs. Arnhold, Karberg and Co., who spoke to having visited Junk Bay during the erection of the ice plant.

Cross-examined—Did Mr. Beresford send out a description of what he called the distilling plant to your firm?—Yes.

And this is what is supplied to the Milling Company?—Yes.

Included in his distilling plant is this generating apparatus?—Yes.

The evidence of Frank Leo Strong, consulting engineer at Manila, taken de bene esse, was read. He had an experience of ice plants and refrigerating machinery, and remarked that the can system was more generally in use in America. He had been shown some blocks of ice which he was informed had been made by the Hongkong Milling Company's plant, and in his opinion that ice had not been made with due care, there being more care than there should have been. In his contracts he named thirty days for the trial. He did not consider a week's trial sufficient for a new plant.

Mr. A. H. Ongh, architect, said he had made experiments with the ice of the Ice Company and of the Milling Company, and found that the Ice Company's ice melted three minutes quicker than that from Junk Bay. However, it melted quicker when the core was reached, so that there was scarcely any difference between the two.

The Chief Justice—How do you know it was Junk Bay ice?—I was told so.

Mr. MacNeill—Mr. Looker obtained it himself. Mr. Slade—We will accept it as all right.

This concluded the case for the defence. Mr. MacNeill, in summing up, said the fact remained that Mr. Arnold did not know the exact terms between Mr. Rennie and the Ice Company or the terms of the guarantee. It was certain that if Mr. Rennie did not know can ice must have a core he had ample means of knowing, and enough evidence had been produced to justify their Lordships in concluding that Mr. Rennie when he bought the can ice plant did so with his eyes open. What the plaintiff had to prove was that there was a warranty of a particular kind, and that that warranty was broken. He submitted that the warranty was not a warranty with the meaning that the ice to be supplied was to be in every respect identical with the ice of the Ice Company, but only ice of clearness and purity and of a merchantable kind. They said the plant was never taken over in full working order, and therefore the warranty did not attach. They said also that for all the practical purposes for which that warranty could have been intended it was substantially performed.

Mr. Alabaster followed, dealing with various smaller matters. At the outset he referred to the special damage claim, which was for seven lakhs, \$175,000, of the original claim, which was for \$200,000.

The hearing was adjourned.

AT THE MAGISTRACY.

INFRINGING POSTMASTER-GENERAL'S PRIVILEGES.

Sergeant Wilson charged a coolie before Mr. J. R. Wood with infringing the exclusive privileges of the Postmaster-General by bringing unstamped letters into the Colony. The offence was proved and the defendant was ordered to pay a fine of \$25, in default fourteen days imprisonment.

ASSAULT.

At the Police Court before Mr. F. A. Hazeland yesterday, Chung So Ng Kui charged another Chinese lady, Li Kui, with assaulting her on the 11th inst. and inflicting grievous bodily harm. Mr. Sydenham Dixon prosecuted, and after hearing the evidence the defendant was bound over by Mr. Hazeland to keep the peace in the sum of \$100.

A DISHONEST STOREKEEPER.

Before Mr. F. A. Hazeland yesterday—Inspector Gourlay charged a general merchant who trades at 62, Connaught Road West, with retailing goods with false scales. The few weights used by the defendant were short of the weight indicated on them, and he was also using stones in place of weights. His Worship imposed a fine of \$50.

RETURNING FROM BANISHMENT.

A coolie who was charged before Mr. J. R. Wood yesterday with returning from banishment proffered the excuse that he thought his term of exile was up. As it was proved not to be his Worship sentenced the defendant to six months' imprisonment and four hours' stocks. On conclusion of his sentence the defendant will be banished for another five years.

ASSAULTING A FOREST GUARD.

Two natives were charged before Mr. F. A. Hazeland yesterday with assaulting a forest guard. The guard arrested another Chinese for cutting trees on Crown land above Conduit Road, but was prevented from taking the prisoner to a police station through the alleged interference of the defendants. After hearing the evidence his Worship discharged one of the defendants and sentenced the other to six weeks' imprisonment with hard labour.

STOLEN TAPS.

A native was charged before Mr. J. R. Wood yesterday with larceny of 91 water taps. The taps were said to be ordered from a Chinese firm at East Point by a native firm at Hillier Street, West Point. They were carried to the West by junk, but when notified the Western firm declined to take delivery. The defendant, however, presented an order purporting to come from the firm at the West Point, and the taps were delivered to him. It was subsequently discovered that the order was forged, the police were informed, and the defendant was arrested. His Worship brought in a verdict of guilty, and the defendant was sentenced to three months' imprisonment with hard labour and four hours' stocks.

A TEST CASE.

For sometime past a number of idle coolies at Shaukiwan have been making lounges of metal stalls in the Saiwan O market, and all the threats of the police have not been successful in driving them out of the market. As soon as the caretaker opens the market at four o'clock in the morning it appears that there is a rush for these stalls, in which the coolies sleep during the heat of the day. As warnings had been in vain, Inspector Collett decided to charge some of the offenders at the Magistracy, and yesterday three men were placed before Mr. F. A. Hazeland on a charge of trespassing. On hearing the evidence his Worship fined each of the defendants \$15, the alternative being one month's imprisonment.

ALLEGED THEFT BY A LUKONG.

Inspector Langley prosecuted a lukong before Mr. J. R. Wood at the Magistracy yesterday on a charge of stealing the winter uniform of a comrade. It appears that while the second lukong was absent on leave the defendant took a uniform out of his box and carried it to his sister's house at Yau-mat. Suspicion fell on the defendant, who at first denied taking the clothing, but eventually stated that he had pawned it. When asked where the pawnshop was, the defendant stated that the clothes were at his sister's house. A constable was despatched with the lukong to Yau-mat, and found this to be the case. He secured the clothing and took them, together with the defendant, back to the Tsimshatsai Police Station. Evidence was called and the hearing of the case adjourned.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 17th at 11.55 a.m.—The barometer has fallen slightly over the S coast of China and Tongking, and risen a little over the E coast of China and Japan. A moderate E. has taken place at the Bonins. The depression which is situated off the S.W. coast of Japan appears to be filling up. A low pressure trough is lying over S. China. Pressure remains high over the S. part of the China Sea. Fresh S. and S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood (*) S.W. winds, fresh. South coast of China between? Same as No. 1. Hongkong and Lamook. South coast of China between? S. winds, fresh. Hongkong and Hainan. (*) S.W. winds, fresh; squally, thunder showers.

Messrs. R. Roby, Ltd., of Bury St. Edmund's, England, who are manufacturers of Garbutt's patent Two-Minute Churn, send us an illustrated price list and a selection of the testimonials from dairy farmers using the Churn. It is claimed that by this machine the most perfect butter that the cream is capable of producing can be made in an average time of two minutes. This Churn is said to represent the greatest advance in dairy appliances of modern times.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. P. N. H. Jones (Vice President), Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

SALE OF THE HOSPITAL HULK "HYGEIA."
The following letter was read from the Government relative to the use of Kennedy Town Hospital for the treatment of small-pox, and the sale of the *Hygeia*—

"I am directed to state for the information of the Sanitary Board, that, upon the recommendation of the Principal Civil Medical Officer, supported by Dr. Stedman, His Excellency the Governor has decided to effect a retrenchment in the Colonial expenditure by using the Kennedy Town Hospital for the treatment of small-pox, and by selling the hospital hulk *Hygeia*. His Excellency has also decided, at the request of the directors of the Tung Wah Hospital, that leave should be given to the Chinese community to use their Infected Diseases Hospital at Kennedy Town for the treatment of small-pox, and the necessity of the construction of a new small-pox hospital under the auspices of the Tung Wah Hospital has thus been obviated."

PROPOSED ABOLITION OF AN ASSISTANT MEDICAL OFFICER OF HEALTH.

The HEAD OF THE SANITARY DEPARTMENT submitted the following minute relative to the proposed abolition of an Assistant Medical Officer of Health—

"His Excellency has instructed me to ascertain whether the members of the Board concur with me in stating that only two Medical Officers of Health are now required, and not three. I proposed to refer the matter to members in connection with the Retrenchment Committee's proposals: as the matter is urgent, however, I should like to bring it forward at the next meeting in the form of a resolution."—"That the Board recommends that there should in future be one Assistant Medical Officer of Health only, and that the post of second Assistant Medical Officer of Health be abolished as soon as convenient, and that arrangements be made with the Medical Department for the loan of a medical officer during the absence on leave, etc., of either the Medical Officer of Health or the Assistant Medical Officer of Health, to discharge the duties of a sanitary adviser to the Board and the Department."

Mr. Ho Kom Tong minuted:—I think one Assistant Medical Officer of Health is quite enough.

Dr. Fitzwilliams:—I think that this is a wise and suitable retrenchment, and I do not agree with the minute of Mr. Shelton Hooper that the amount of work in the mortuary is likely to give any serious trouble.

Mr. Shelton Hooper:—With the large amount of mortuary work to be done by the assistant medical officer of Health it is doubtful if the proposed retrenchment is advisable.

Mr. Lau Chu Pak:—I agree with Dr. Fitzwilliams.

The REGISTRAR-GENERAL:—This cannot be considered satisfactorily without full discussion in committee as to the present duties of the A.M.O.H. and some explanation of the reason why the post can be now abolished.

The VICE-PRESIDENT:—I think, too, that some explanation and discussion is necessary.

The PRESIDENT proposed that the matter be considered in committee.

The REGISTRAR-GENERAL seconded, and the motion was agreed to.

The PRESIDENT stated that when the paper came in originally he intended, as it was part of the retrenchment scheme, to refer it to the committee, but as it was pointed out to him that the matter was urgent he wrote the minute to the Secretary which was circulated.

He might say that the recommendations of the Government were that there should be one Medical Officer of Health on this side and an assistant medical officer of health in Kowloon. Dr. Macfarlane, who was now on leave, had been recommended for the post of Government bacteriologist, and on his return there would be a vacancy for the second assistant medical officer of health. The question was whether they would require anybody to replace him or not. He might point out that except for one short period, as far back as 1903, there had never been three medical officers at work at the same time in the Colony; at that time a third medical officer was appointed on the recommendation of Professor Simpson when plague was very bad in the Colony, but since August 1905 there had only been two medical officers actually engaged in the work. In addition, he wished to point out that owing to the simplification of plague procedure and the reduction in the amount of general sanitary work the work of the medical officers had been reduced. That was a further reason why only two medical officers were required. Certain duties had been transferred to the Building Authority, and that further reduced the work of the medical officers, so that the doctors originally appointed for plague were not required now even for plague work. They could do other work. Last year there was a severe outbreak of plague, the cases exceeding over 1,500, and the two medical officers were able to cope with the work. It seemed therefore unnecessary to have three medical officers where two would suffice, as even in an emergency they could always get an extra man. To pay that officer during the period when he is not required seemed in the present state of the finances to be hardly advisable.

The REGISTRAR-GENERAL:—Is any of the Medical Officer of Health's work now done by the Head of the Department?

The PRESIDENT:—A certain portion of the work formerly done by the Medical Officer of Health is now done by the Head of the Department, while a great deal is done by the two in conjunction.

Mr. HOOPER:—Who does the mortuary work in Victoria?

The PRESIDENT:—A great deal is done by the Government bacteriologist.

Mr. HOOPER:—Who does Kowloon?

The PRESIDENT:—The Medical Officer of Health.

Mr. HOOPER:—How many hours a day does that take him?

The PRESIDENT:—I will ask Dr. Pearce to reply.

Dr. PEARCE:—The average is about two hours a day.

Mr. HOOPER:—Then, Sir, I would refer you to the Governor's minute. What is his suggestion that we should borrow from the Medical Department.

The PRESIDENT read the Governor's minute.

Mr. HOOPER:—Then we should be in no worse position than we are to-day. We do not care whether a doctor is supplied from the medical department or whether he is sent from England. We have the same staff.

The PRESIDENT:—That was the proposal made by the Secretary of State in recommending Dr. Macfarlane for the post of Government Bacteriologist; if the second assistant was not replaced we should always have a man from the medical department.

Mr. HOOPER:—Then I think that is quite satisfactory. We shall not suffer the loss of a medical officer of health, because we shall have one at our call from the medical department.

When the Board resumed the PRESIDENT brought forward the resolution contained in his minute.

This was seconded by Mr. LAU CHU PAK, and carried on the assumption that arrangements are made with the Medical Department for the loan of a medical man.

WATER FLOWING GAIN.

Arising out of a discussion on the insanitary condition of a latrine,

COLONEL BEDFORD said the solution of the difficulty was water flushed urinals. That was the remedy for this and a great many other nuisances which came before the Board.

The PRESIDENT remarked that the chief difficulty was the water supply.

COLONEL BEDFORD thought that should hardly apply when they saw tons of water rushing to the sea after rain. He had served on the Board of Gibraltar, where the only water that could be obtained was from the rain which came down from Heaven or from water pumped from wells. In that town, with a population of 25,000, there was no such thing as a latrine which was not a water-closet. There was no dreadful bucket system. That was one of the things which shocked him most when he came to the East.

Dr. CLARKE, M. O. H., replied that the explanation was that Gibraltar had a dual water supply. The use of filtered water for W. C.'s when Chinese had only two hours of water daily would be iniquitous. (Hear, hear.)

The matter then ended.

EXHUMATION AND RE-BURIAL.

Correspondence was submitted relative to an application for a permit to exhume remains from the Chinese Protestant Cemetery at Pokfulam for re-burial in a certain grave space in the Colonial Cemetery.

The HEAD OF THE DEPARTMENT minuted:—Mr. Chan Yui Tong, brother of Chan Sai, is prepared to allow the latter to bury the remains of his mother in one of his grave spaces in the Colonial Cemetery where he has re-buried the remains of his own mother and other members of the family. Please circulate to members of the Board who, I understand, are prepared to agree to this arrangement, though they unanimously refused Mr. Chan Sai Kai's application for separate grave space.

Mr. SHELTON HOOPER:—What is the depth of the present grave, and what will be the minimum space between the ground surface and the top of the coffin?

The REGISTRAR-GENERAL:—Approve subject to the Medical Officer of Health reporting no sanitary objection.

The MEDICAL OFFICER OF HEALTH:—The death occurred in 1878, and therefore there is no sanitary objection to the transfer of the remains.

The PRESIDENT remarked that this was the same application that had come before the Board at a previous meeting, but was refused because it was pointed out to members that the brother of the applicant had already several grave spaces in the Colonial Cemetery. If the present applicant could put his mother's remains in one of the grave spaces already provided, the Board would consider the matter.

He understood that all the relatives died some time ago, and that they were no longer in coffins, but in ordinary pots. Whether the pots were in the cemetery or not he could not say.

Mr. HOOPER:—In the Colonial Cemetery?

The PRESIDENT:—I understand so.

Mr. HOOPER:—In pots?

The PRESIDENT:—I presume it was in a pot, but not in a coffin.

Mr. HOOPER:—I don't quite follow. Do you mean to say that those interred in the Colonial Cemetery now were buried in coffins originally and then taken out and put in jars or pots?

The PRESIDENT:—I cannot say, but the point I considered would be raised was whether there was any sanitary objection or not. If there are pots with only bones in, I presume there is no sanitary objection. The burials were as far back as 1882.

The REGISTRAR-GENERAL:—I move that the application be granted.

Mr. HOOPER:—Provided, there is sufficient space.

The PRESIDENT:—The grave will not project above the ground.

COLONEL BEDFORD:—That is laid down in the Ordinance.

The application was granted.

POULTRY, FRUIT STORE.

Mr. Au Young Kwong applied to the Board for a lease for five years of one of the two rooms in the Central Market formerly used for killing poultry, but now vacant. He intended to use the room for selling fruit.

The COLONIAL VETERINARY SURGEON reported that the rooms mentioned had been practically unoccupied since the new killing rooms were erected. They were used only at festival times, and were not then crowded.

He thought it might be a good thing to let this as a stall for three years at the average rent of the other fruit stalls, and at the end of that time its value would be better known. There were not too many fruit stalls.

Mr. Ho Kom Tong minuted:—I think the Veterinary Surgeon's recommendation should be adopted.

Mr. HOOPER:—Has there not been some other application to rent this killing room for a fruit or vegetable stall before?

Hon. Mr. HEWITT I agree with the Registrar-General. If my memory serves me I think the rooms are very dark and not particularly well ventilated. If they are to be used as stores, it is possible some structural alterations should be made.

Mr. LAU CHU PAK:—Was this room not required by the poultry dealers for storing purposes, and did they not offer to pay for the use of it?

The REGISTRAR-GENERAL:—The poultry dealers who were turned out have first claim.

The PRESIDENT moved that one of the killing rooms be let as a stall.

Mr. HOOPER seconded, and the motion was agreed to.

OUR WATER SUPPLY.

The report of the Government Analyst relative to the public water supply of the Colony for the month of July was submitted. His analyses of samples taken from Tytan and Pokfulam showed that both these reservoirs contained good drinking water. With regard to the Kowloon supply, he recommended that the water should be filtered before used for drinking.

MORTALITY STATISTICS.

The mortality return for the week ended July 31st, based on a death rate per 1,000 per annum, showed that the death rates of the whole Colony for the week ending 24th ultimo was 23.1 and 21.9 for the week ending July 31st, as against 34.2 for the corresponding week of last year.

RAT RETURN.

The rat return for the week ended July 31st showed that out of 1,697 rats caught in Hongkong and Kowloon nine were found to be infected. During the preceding week the capture was 1,510, and of these nine were infected.

THE NEPALESE EMBASSY.

RETURN OF THE AMBASSADOR TO LHASSA.

A correspondent at Batong, Yachow Prefecture, Szechuan, writing to the *Shanghai Times* says:—

After a prolonged stay in Batong the Nepalese embassy left Batong to-day for Lhasa. This is their last stop in China proper, as they enter the Dalai Lama's territory after a short journey from here.

The caravan consisted of 150 horses for riding and 650 animals for loads. These latter consisted of yak, oxen, mules, donkeys, and horses.

There are 50 Nepalese and about 150 Tibetans besides the Chinese escort, of which there is a large one.

The Da Kaji (or "Great Official," member of Administrative Council in Nepal) expects to reach Lhasa in 52 travelling days from here. It will then take him 33 days to reach Nepal. He is trying to make a quick journey. If he gets across the mountains before cold weather he will have made the round trip in three and one-half years. If not he will be four years on the road.

His Excellency, the Da Kaji, Bhayrub Bahadur, was not in very good health when leaving here. The long, arduous journey has left its mark on him and it is doubtful if he will ever entirely recover from the hardships of the journey. He has aged considerably since he came through on his way to Peking.

The Da Kaji talked very interestingly of his journey through China and Tibet. He says the attitude toward foreigners in Lhasa is much more friendly than is generally supposed to be. He reports the lamas as saying that when the English entered Lhasa they destroyed no lamaseries and murdered no women and children, while they have all suffered greatly at the hands of the Chinese.

The Da Kaji himself seems to be a very kind-hearted, thoughtful gentleman, and expressed himself as very anxious that he should be no burden upon the Tibetans any more than he could possibly help. When large caravans like this pass through the whole country is levied upon for animals for the Ula.

Since the Da Kaji's visit to China he seems quite favourably impressed with missionary work and is quite friendly with foreigners. He says the most valued thing he obtained in China was the friendship of foreigners. He remarked that "the only things which endure are God and friends."

The expedition has been very fortunate this time in that during the entire journey only one of the Nepalese has died. In the previous embassy, some 12 or 13 years ago, over half of the Nepalese died during the journey. They had a much larger caravan and were seven years making the round trip.

The journey from Nepal to Peking could be made via the Indian and Pacific Oceans in about one month, and though the Da Kaji asked permission to return to Nepal that way it was refused him. It is feared the Da Kaji will not reach Nepal alive.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Orizaba* left Shanghai on the 15th instant, and is due here to-day.

The S.N.K. Co.'s str. *Montague* arrived at New York on the 16th inst.

The Danish str. *Cathay* left Singapore on the 17th instant, and may be expected here on or about the 23rd inst.

The C.P.E. str. *Empress of Japan* arrived Shanghai at 5 a.m. on the 17th inst., and left again at 3 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 19th inst.

NOTES FROM JAPAN.

(FROM OUR OWN CORRESPONDENT.)

TOKYO, August 3rd.

THE GREAT FIRE AT OSAKA.

In one of the busiest, poorest, and most crowded parts of Osaka, where houses are crushed together and the streets so narrow that one could stride across them, where scores of small factories, carrying on a trade unhampered by factory regulations, make cheap goods for the China market, is a "stocking" factory, where oil is used for lighting purposes because of its cheapness. In the kitchen of this establishment at daybreak on Saturday morning the sleepy maid-servant upset the lamp and it fell to the floor where stood the oil-can from which the lamp had been replenished. In a moment the kitchen was filled with flames. The master of the factory had no time to do anything but save his mother, wife and son, for in an incredibly short space of time the flames, caught by a fresh wind, spread from house to house in that crowded district, spreading panic among people; nor did the conflagration stop until a waste three miles in length and half-a-mile broad had been created in the city of Osaka.

PROGRESS OF THE FIRE.
Hotel and warehouse, fine public buildings and matcheds, all were destroyed in the course of 26 hours, when the fire had burned itself out. At the height of the destruction the wind was blowing a hurricane. The hydrants gave out at the outset, for after a long drought there was not sufficient water supply, and it appears that no means were taken to make use of the numerous rivers and canals that run through Osaka. The firemen were reinforced by the troops of the Osaka Division. Blocks of buildings were pulled down in the hope of checking the fire, but the high wind carried the burning sparks over the gaps and the outbreak started afresh. Unable to check the progress of the fire all efforts were turned to the management of the panic-stricken population and the saving of furniture. The existence of the entire city depended upon the will of the wind, burning embers being carried high over the house-tops. It was at one time feared that the famous Tennoji shrine would be destroyed, although beyond the fire limits, but the temple was saved by extraordinary exertions. It was covered entirely with matting, on which was thrown a constant supply of water, and in this way the ancient structure was saved from fugitive sparks. At about six o'clock on Sunday morning, 26 hours after the outbreak, the fire had burned itself out, the wind having fallen in the meantime, and the attention of the authorities could be turned to the housing and feeding of the homeless, of whom there were scores of thousands.

LIABILITY OF THE INSURANCE COMPANIES.

The majority of those whose homes and places of business were destroyed were not insured against fire, but the losses of the insurance companies are nevertheless heavy, and policyholders will be fortunate if they can get satisfaction. Within the burned zone are no less than twenty-eight *cho* (wards) and *machi* (districts), each *cho* and *machi* containing within itself scores of small streets. The principal buildings destroyed are the Appeal Courts, a fine foreign pile, whose comparatively isolated situation attests the fury of the fire; Kwaisei Hospital, Dojima Exchange, Meteorological Observatory, Higher Commercial School, Commercial Museum, Prefectural Laboratory, City Post Office, Local Courts, residences of Governor and high officials and a host of banks, offices and other business premises. The chief buildings mentioned here were all in foreign style, large and well-equipped and all, presumably, insured. It is impossible just yet to gauge the loss of the insurance companies, but those most heavily interested are the Nippon, Tokyo, Meiji, Kyodo, and Yokohama companies. For a fire of such extent it seems a conservative estimate to place the insurance losses at 10,000,000 yen, and the following are the chief features of the accounts of the companies at the end of last year:—

	Subscribed capital.	Paid-up.	Reserves.	Div.
Kyoto	5,000,000	1,250,000	297,447	None
Meiji	1,000,000	750,000	1,195,228	20%
Nippon	3,000,000	2,250,000	600,000	None
Tokyo	10,000,000	2,500,000	480,605	None
Yokohama	5,000,000	1,250,000	650,000	12%

In addition, there will be the losses of the foreign companies, for the Japanese concerns have to contend against keen competition from the leading English corporations. As an example of this, the enterprising Okura Company of Tokyo, who are agents for the Norwich Union and other English concerns, advertise that they are prepared to take risks at a rate lower than that of the Japanese companies, and it is therefore conceivable that foreign concerns also are interested in the Osaka fire. With their enormous vested funds the English companies are in a position here to carry on a very effective campaign, and future success will depend in a large measure upon the showing the Japanese companies make in the present crisis, for their losses are not as small as the above table clearly indicates.

THE CHINA QUESTIONS.

Attention is so concentrated on the Osaka disaster that little is reported in the papers about a conference which took place on Sunday morning at Prince Ito's official residence in Tokyo. There were present the Prince, the Premier, the Minister for Foreign Affairs, and the Minister for War. At the same time the report comes from Dally that 10,000 Chinese troops have been dispatched from Mukden to Chientao. There is no doubt that a crisis is arising in Japan's relations with China, but the official attitude here is one of confidence, despite the most alarming reports from Manchuria. [The announcement of Japan's intention to proceed with the reconstruction of the Antung-Mukden railway forthwith was doubtless the result of this Conference.]

THE HYDRO-ELECTRIC ENTERPRISE.

An influential meeting was held in Tokyo on the 8th ult., when it was decided to proceed with the work of stationing of the Anglo-Japanese Hydro-Electric Syndicate. The idea was first mooted about two years ago, but owing to the condition of the money market it was decided to postpone organisation until a more favourable opportunity. This opportunity has now arrived, and the English capitalists having expressed their readiness to begin work, the Tokyo promoters telegraphed desiring them to send engineers. One of the great objects of this company is the supply of the Tokyo Electric Railway Co. with power. Half the capital will be English.

CRUELTY TO SOLDIERS.

The Japanese, who have been styled the Frenchmen, and who have called themselves the Englishmen, of the East, certainly follow the German ideal in their military life, and the great fetish of the army is the god of discipline, the personification of certain regulations laid down for the training of soldiers, and the inculcation of the *bucki* spirit. How far blind, unreasoning obedience to regulations can do harm to the rank and file has been demonstrated during the past month in different parts of the country where the troops have been exposed for long periods to the heat of the sun under conditions which appear brutal in the extreme. On the 16th and 17th ult. the 8th Infantry of the Osaka Division carried out a forced march of nearly 30 miles fully equipped, each man (or boy, for some are little better than boys) carrying 80 lbs. with the temperature at blood heat.

Prior to the march the colonel in command informed his captains that the honours of victory would go to the company which arrived first at its destination in good marching order without any stragglers. This had the effect of rousing the competitive spirit. The march was begun and in the course of a few hours, during which time the soldiers in the rear particularly were stifled with heat and dust, the exertion told upon the strongest. Scores of the weaker men fell out by the wayside and were hurried back to hospital, a few to die, others to become raving lunatics. It appears they were not allowed drinking water en route, for fear of typhoid, but the native peasantry was permissible, and this was served out in quantities that wouldn't quench the thirst of a mouse. Long after sundown the troops were marching, and the first to arrive at its destination was the 11th company, which covered 122 1/2 in 11 hrs. 5 min. The last company in took 14 hrs. 35 min. A day or two later manoeuvres of another division took place on a plain near Tokyo, when four men were killed by heat and sixty were placed on the sick list. In this low-lying and unprotected region the temperature was 130 degrees. Other "accidents" of a similar nature have occurred, and the question arises as to whether the authorities have the slightest justification in time of peace in compelling the rank and file to undergo such painful ordeals.

CONDITIONS OF THE MARCH.

To do 30 miles in midsummer is not a difficult task by any means, provided the walker is well equipped for the work, but this cannot be said of the Japanese soldier. It seems strange at first thought that there should be any room for criticism after experienced authorities had deliberated upon and decided that such a uniform was the best for midsummer wear. One would think that the first object of the military authorities would be the health of the men and their comfort, but both were utterly disregarded in the Osaka march and in the manoeuvres. The men may have been submitted to such a trial with the object of hardening them, which indeed is the excuse that has since been put forward by the War Department, but such a process of "hardening" appears to bear very close resemblance to the bitter experiences of many of the youthful characters in the pages of Dickens, the victims of brutal masters, whose brutality was often of a refined sort and administered with much unctious moralising. Such processes do not harden but break the spirit and ruin the body. It is possible that a very small percentage of the Osaka Regiment was not harmed in a material degree by the march, but the great majority, even if they did not fall on the way, could not be improved by such an experience.

Clothing and footwear are of the very first importance in a long march. The regulation boots in Japan are the ugliest and most ill-fitting things imaginable. They are heavy and a torture for summer wear. I have often been struck in Tokyo by the alpine appearance of the soldiers, whose low-fitting boots cut just above the ankle slip up and down as the wearer walks, often displaying a heelless sock. The man who is compelled to walk in such things in this weather is to be sympathised with. Far better the native *waraji*, light sandals made of straw, which can be easily thrown away when worn out and replaced by new ones. The summer uniform is now of khaki, it used to be white, and this is generally very loose-fitting and of no particular style. The question whether the khaki material contributed to the exhaustion of the men is now under discussion, and it is possible that the authorities will revert next year to the former colour. A tight belt, of course, does not fit a man for a long walk. In addition to bayonet and rifle the troops carried 80 lbs. on the back, and as these roughly-shod and heavily-accented men marched through the choking dust, lying deep on the burning roadway, many fell in their tracks and were worse off than they would have been on the actual battlefield, for no Red Cross was near and they had to be "returned" to Osaka, there to be medically treated.

DISCIPLINE AND MOTIVE.

The whole subject of these endurance trials raises a very interesting question. The contention that the soldier should be injured in time of peace to the hardships he will experience in

THERE IS SKILL AND THOROUGHNESS

OF CONSTRUCTION

IN ALL

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

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ROBINSON PIANO CO. LTD.

[36]

time of war—does this justify the reckless abuse of the men as exemplified in the recent marches and manoeuvres? History furnishes examples of great feats in war by unskilled men fired by a patriotic motive. Japanese troops fired by similar motives are good for anything, but at Osaka there was no call on the patriotism, the bravery, or the endurance of the men beyond the orders of mere regulations. No great object was to be achieved, such as to rescue the best qualities in each man's breast, and unimpaired by this moral stimulus the men were so much less able to endure. They knew there was no reason in such great exertion, and hence, probably, the collapse of many who might have withstood the ordeal in a time of actual war, when everything depended upon them.

THE DEVA TATION AT OSAKA.

HOW THE FUKUSHIMA MILLS WERE SAVED.

A well-known Kobe resident, who visited Osaka to investigate the devastated area in connection with insurance business, says:—

When I arrived by the 8.15 a.m. train everything was disorganised. The ticket collectors did not know who were going in and who were going out. When I got past the barrier the scene was a most distressing one. About a thousand people, with all the possessions they could hastily snatch up as they fled from the flames, were lying around in the small area in front of the station, and they were through there all night. I picked my way through these and started in a southwest direction, but my route was cut off by the hollow spaces where houses had been and the intense heat from the still burning buildings. I then turned towards the south and then worked my way west. I had not gone far when a Japanese *kuruma* which had survived until now was foolishly opened by someone. The building immediately leapt into flames and the roof was soon destroyed, only the walls standing at the end of a few minutes. Further along I passed the Yamaoka godown, in which were piled piles of papers covering an area of at least 2,000 *gobos*, all of which was a mass of choked-up flames. I was astonished at the small precautions taken to prevent the fire spreading from this source. Only two small jets of water were trickling through a half-inch nozzle, and had the wind again risen the paper would have been a seething mass in no time, and nothing could have saved the buildings in its neighbourhood. Making a detour of a hundred yards to escape the heat from this furnace I at length reached the river and found that the only means of crossing was by a 6-inch cast-iron pipe. Another Kobe resident who had accompanied me thus far balked at this obstacle, and I went on alone as my objective was across the river and I did not care to risk making my way through the fire zone. At the Fukushima mills I expected to learn that the worst had happened, but I found that the fire had been successfully combated by the staffs of the Fukushima and Nippon Spinning Companies under the direction of Messrs. Inoue and Saburi. These firms had had an outside hydrant service installed some time ago, and by the indefatigable efforts of relays of men in the face of a withering heat the spread of the flames was checked. But for this there is not the slightest doubt that the whole of the north-west part of Osaka, from Temma in the north to Dojima in the south, would have been devastated. It is no small thing to say, but it is an incontrovertible fact, that the efforts of the two companies to make use of their effective hydrant services saved Osaka. To some people the idea of the sprinkler is more or less theoretical, but on this occasion the Nippon Company were given practical proof of its value. The flames from the exterior of No. 1 mill carried live debris into the ridged ventilators of the gassing room, and while the staff were fighting the flames from the outside the inside alarm was given. However, the sprinklers opened automatically and immediately extinguished the fire on their own initiative, and within a few minutes after the fire was overcome the installation was in good working condition, ready to cope with further possible outbreaks.

The fire was undoubtedly one of the fiercest ever experienced in Japan. Every house in the path of the flames was licked up and razed to the ground in an inconceivably short time, and an area of three miles long with a breadth of three-eighths of a mile is now a heap of ashes and imperishable debris. Something like 12,000 buildings were destroyed and a reasonable estimate of those rendered homeless is 60,000. There was never a more helpless city for coping with a serious outbreak. The Municipality had made no provision for fire fighting, and had the engineers and the Fukushima and Nippon Shipping Companies not possessed appliances for dealing with the flames outside, Osaka was certainly doomed to almost total destruction. Both of the mills were protected with "Crinoid" sprinklers, which had been erected in accordance with Fire Office Committee rules (London), and the test was the hardest to which these appliances have been put since their invention.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box 55. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON

Hongkong, 18th August, 1909. [1083]

NAVY CONTRACT.

TENDERS are invited for the Supply of UPHOLSTERY WORK for one year from 1st September, 1909, to H.M. NAVAL YARD, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, and should be returned not later than Noon the 23rd August, 1909.

A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined.

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a Tender.

H. RISSLAND,

Naval Store Officer.

Hongkong, 18th August, 1909. [1084]

FOR SALE.

A YOST TYPEWRITER in Perfect Condition.

Apply by letter to—

R. T.

Care of "Daily Press" Office.

Hongkong, 18th August, 1909. [1085]

FOR SALE.

A SECOND HAND JUBRICKSHAW, strongly built with Rubber Tyred Wheels.

Apply to—

"RICK"

Care of "Daily Press" Office.

Hongkong, 18th August, 1909. [1086]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Griffs for the next RACE MEETING are requested to send their Names in to the Undersecretary, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Hoobier, Hakka and Cantonese dialects—Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential.

Salary—\$90 per month Singapore Currency with an allowance of \$10 per month in lieu of quarters.

Applications to—

GIBB, LIVINGSTON & Co., Agents.

British North Borneo Govt.

Hongkong, 11th August, 1909. [1061]

FOR SALE.

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in Good Condition.

Apply to—"REMINGTON"

Care of "Daily Press" Office.

Hongkong, 11th August, 1909. [1060]

MUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS

IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,

Telephone 668. 3, Duddell Street. [50]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB,

MUTTON,

RABBITS

AND

HARES.

[563]

GENTLEMEN, WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED.

A Fine Stock of GENTLEMEN'S HOSE (SOCKS). Assorted Shades and Designs. Black, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace Worked.

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & Co.

Hongkong, 3rd August, 1909. [41]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, HONGKONG, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1909. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 23rd August, both days inclusive.

By Order of the Board of Directors,

GEO. A. CALDWELL, Acting Secretary.

Hongkong, 27th July, 1909. [1015]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th August, 1909. [1074]

COLONIAL SECRETARY'S DEPARTMENT.

HONGKONG OPIUM FARM.

AMENDMENT OF FORM OF GRANT.

WITH reference to Government Notification No. 401 of the 2nd July, 1909, calling for Tenders for the Hongkong OPIUM FARM the following Amendments are made in the "Conditions to be fulfilled by the Grantee" and the "Form of Grant."

AMENDMENT OF CONDITIONS TO BE FULFILLED BY THE GRANTEE.

After clause (5) insert the following:—

(5)-(a) The Government to be at liberty at any time to depute persons to supervise the boiling and preparation of opium.

After clause (6) insert the following:—

(6)-(a) To observe the following rules relating to searches in addition to those contained in the Ordinances:—

- Whenever a house or floor of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
- The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.
- Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.
- Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

AMENDMENT OF GRANT.

The following clause shall be inserted after clause 7, and clause 8 shall be re-numbered 9:—

8. That the Grantee will observe the following rules relating to searches in addition to those contained in the Ordinances:—

- Whenever a house or floor of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.
- The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.
- Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.
- Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

N.B.—The above rules as to searches for illicit opium were accepted by the present Opium Farmer and have been enforced during the current Farm.

A. M. THOMSON, Colonial Secretary.

Hongkong, 13th August, 1909. [1077]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for account of the concerned, TO-MORROW (THURSDAY), the 19th August, 1909, at 3 p.m., alongside Queen's Statue Wharf, The Steam-Launch

"SWALLOW,"

Length over all 78 feet.

Breadth 14 feet 4 inches.

Moulded Depth 8 feet.

Capacity—Gross Tonnage 65.53, Net Tonnage 35.95, Compound Surface Condensing Engines 9 1/2 by 18, Working Pressure 125 lbs, 8 years old.

Licensed to carry—Within the Harbour Limits—120 passengers.

Within the Local Trade Limits—81 passengers.

Outside the Local Trade Limits—24 passengers.

AFTERWARDS.

The Steam-Launch

"AENNE,"

Length 60 feet.

Breadth 9 feet 6 inches.

Depth 5 feet.

Boilers 6 feet 8 inches by 4 feet 6 inches.

Engines Cylinders 6 1/2 inches and 14 inches and 11 inches stroke.

Compound Engine Working at 100 lbs. pressure.

Government Boiler Certificate still running.

Stores, Anchors and Chain, Lamps, Watercocks, Galley, Spunners and Firing Tools.

Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 16th August, 1909. [1044]

DAVID CORSAIR & SON'S

MERCHANT NAVY.

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO., Sole Agents.

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TO LET

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Rooms House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 7th July, 1909. [936]

TO LET.

NO. 3, LYDEMOON VILLAS, Kowloon.

A Five-Roomed House, with Tennis Court, Thoroughly repaired. Rent Moderate.

Apply to—

X. Y. Z.,

Care of "Daily Press" Office.

Hongkong, 7th July, 1909. [937]

TO LET.

FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to—

A. B. AVASIA,

1, Duddell Street.

Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, NO. 75, WYNDHAM STREET, Electric Fittings.

Apply to—

A. B. AVASIA,

1, Duddell Street.

Hongkong, 10th August, 1909. [941]

TO LET.

NO. 1, GARDEN ROAD, Kowloon.

Five-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,

9, Peddar's Hill.

Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—

E. A. & C. F. CARVALHO,

14, Arbatnot Road.

Hongkong, 4th August, 1909. [1036]

TO LET.

NO. 1, ORMSBY TERRACE.

NO. 5, BARROW TERRACE, Cheap Rental. The well known Durrer House.

Apply to—

SPANISH PROCURATION.

Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11th Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—

REUTER, BROCKELMANN & Co.

Hongkong, 1st July, 1909. [911]

TO LET.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [818]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon.

Five-Roomed House, Electric Lights and Tennis Court.

Apply to—

ARRATON V. AFCAE & Co.,

14, Des Vaux Road.

Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Wainman Ltd. for Tiffin Rooms.

Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Wainman Ltd. for Tiffin Rooms.

Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

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NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Wainman Ltd. for Tiffin Rooms.

Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

TO LET

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK,

No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL, Also OFFICES at No. 2, PEDDAR STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 29th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY, Immediate possession. Moderate Rental.

Apply to—

ARRATON V. AFCAE & Co.,

14, Des Vaux Road.

Hou kong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYDON TERRACE, OFFICES TO LET, No. 2, Connaught Road, 5th Floor.

NO. 3, CLIFTON GARDENS, Conduit Road, 1st Floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply to—

CHATER & MODY,

Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT NO. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 at PRATA EAST. Approximate AREA 4,000 SQUARE FEET. 99 YEARS' LEASE.

For Particulars apply to—

GEO. PENWICK & Co. Ltd.

Hongkong, 8th June, 1909. [96]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road.

PREMISES at SHAMSHEN, CANTON, now in occupation of the Canton-Kowloon Railway.

NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLILLO TERRACE, Broomfield Road, newly painted and color washed, exceptionally cheap rentals.

FOR SALE—Two Acres at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 14th August, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—

WM. MEYERINK & Co.

Hongkong, 2nd July, 1909. [920]

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

Apply to—

DAVID SASSON & Co. Ltd.

Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Wainman Ltd. for Tiffin Rooms.

Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Wainman Ltd. for Tiffin Rooms.

Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

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Apply to—

YEE SANG PAT & Co.,

Opposite General Post Office.

Hongkong, 21st June, 1909. [571]

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Grocers. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,510.

I. Authorized Capital £6,000,000

Subscribed Capital 3,275,000

Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 14th August, 1909. [908]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOKO STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE and PHOTO GOODS STORE, 26, DES VEXES ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS", "GOETZ", "ROSS" and "ALDIS" Lenses.

DEVELOPING and PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL, St. Louis, 1904.

DOSE.—A Wineglassful in the morning before Breakfast. [958-2]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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THE ANTUNG-MUKDEN RAILWAY.

CHINA'S STATEMENT TO THE POWERS.

The Shanghai National Review publishes the following official statement sent by China to Chinese representatives abroad for submission to the various Powers in regard to the Japanese Note respecting the Antung-Mukden Railway.

In the eleventh month of the 31st year of Kuang Hsu (November 1905) the Chinese and Japanese plenipotentiaries agreed upon the conversion of the Antung-Mukden Railway from a military into a commercial line and they also agreed that the line should be built and repaired by the Japanese Government. It was stipulated in the Treaty that the right to redeem the railway at the end of fifteen years should remain with the Chinese Government, and it was also agreed that the work of reconstruction should be commenced within a period of two years. The construction and improvement of the line were to be carried as a joint Chinese and Japanese enterprise, each Government appointing commissioners for the purpose, and hence China has every right to send her representatives to take part in the control and inspection of the operations. At the expiry of the time stipulated in the agreement, however, the Japanese Government gave no indication of any intention to resume negotiations in the matter, nor did the Japanese Government make any move in the spring of this year. With a view to cementing the friendly relations between Japan and China the Chinese Government yielded to a request for a resumption of negotiations, and the Yenchuanu accordingly sent officers to survey the line in company with officers appointed for that purpose by the Japanese Government. Subsequently the Viceroy of the Three Eastern Provinces (Manchuria) communicated with the Japanese Consul at Mukden, insisting upon holding the original arrangements for the building of the line, but the Consul further delayed matters by refusing China's request that Japan should not place military guards either on or adjacent to the line, but should leave the policing of the railway zone to China, through whose territory the line runs. This is the reason of the long delay. Negotiations were still proceeding when, quite unexpectedly on the 21st of this month (Friday, the 6th August), the Japanese Minister sent a communication to the Wai-wu-pu charging China with procrastination and declaring that Japan would forthwith commence the work without Chinese co-operation.

On receipt of this communication the Wai-wu-pu forwarded to the Japanese Minister in Peking a reply the gist of which was that as the improvements were being made in the interests of trade and commerce no necessity existed for the extension of the railway zone, but China would not raise any objection if Japan wished to change the gauge and effect other improvements of an engineering character. The reply further emphasizes that in the event of the gauge being changed it must be made the same as that of the Peking-Mukden line, and that no other changes must be made than those entailed by the necessities of engineering. This stipulation has particular reference to the suggested possibility of a general change of route. The reply also stated that no extension of military control or patrolling of railways in Manchuria would be permitted and that the Chinese Government would continue to police for guarding the line. It concluded by repudiating any responsibility for past delay.

We would point out to Your Excellencies that the Japanese Government resumed negotiations subsequent to the expiry of the time stipulated in the Treaty for the commencement of the work, but although this was the case, we, with a view to arriving at an amicable settlement of the differences existing between Japan and ourselves, did not refuse the request. Now, however, Japan, relying upon her superior strength, suddenly takes action regardless of the terms of the Treaty and seeks to lay the blame for the delay upon China.

We are sure that under the pretext of development of communications and commerce the Japanese Government desires to build this railway almost entirely for military purposes.

It will also be remembered that the Japanese, in spite of treaty obligations, have made many other encroachments upon the rights and liberties of China.

In view of the situation set up by the matters treated of in the foregoing, and particularly regarding the extension of Japanese military control in Manchuria, we have been compelled to lay particular emphasis on the question of military protection of the railway and the constitution of the police force. If Japan had conceded these points this matter would have been settled long ago, and she would have been under no necessity to attempt to lay the blame for any delay at the door of China.

China has hopes for an amicable settlement within the terms of the Treaty, and in making this announcement to the Powers desires simply to set forth the facts in their true light, leaving the world to judge to whom the blame attaches.

THE RAILWAY QUESTION IN CHINA.

"THE INTRIGUES OF THE DEUTSCH-ASIATISCHE BANK."

The full text of the telegram on the above subject sent by Dr. Morrison to the Times on the 23rd ult. reads as follows:—The telegram of President Taft to the Prince Regent, emphasizing in friendly but unmistakable terms American rights in the Canton-Hankau-Szu-chuan Railway loan, has stirred the Chinese. Following upon its reception the Regent, for the first time, summoned the whole of the Wai-wu-pu to an audience, and showed considerable anxiety for it. This policy of direct communication, he realizes that he may receive other and less friendly warnings direct from other rulers.

Prince Ching, the President of the Wai-wu-pu, whose neglect of his high duties does China much dishonour, has been awakened, and on Tuesday was present at the Wai-wu-pu to discuss affairs with Sir J. N. Jordan, the British Minister, for the first time since the latter's arrival here three years ago. Sir J. N. Jordan gravely warned him of the danger that China was running by her failure to enforce the orders of the Central Government upon the provinces.

The President's telegram is directly due to the intrigues of the Deutsch-Asiatische Bank, whose influence over the Hongkong and Shanghai Bank is so injurious to British interests in China. Their agent induced Chang-Chi-tung to write a despatch to the Wai-wu-pu, saying that unless arrangements were speedily made with America respecting its participation in the loan, he would proceed to the signature of the final contract in spite of the American protest, or would relinquish the scheme altogether. This despatch, coupled with the uncertain action of the invertebrate Wai-wu-pu, was promptly called to Washington and called forth Mr. Taft's excellent and opportune message.

Many Englishmen here hold the opinion that the British Government should bring pressure upon the Hongkong and Shanghai Bank to dissociate itself from the German intrigues, which are persistently directed, here as else-

where, to bring us to a misapprehension, and with the Americans, whose policy and aims in China are identical with our own, and who, in the following further telegrams appeared in the Times of July 22nd on the subject of railways in China:—

GERMAN CLAIMS IN SHANTUNG.

BERLIN, July 21.

The German Foreign Office takes objection to the "form" of your Peking Correspondent's announcements in the Times of July 19th with regard to German proposals and claims in Shantung. As regards the two branch lines from the Shantung main railway line, a Berlin telegram to the Cologne Gazette says:—

By the agreement of 1899 the German Government has, it is true, the right of construction of two branch lines, of which it has hitherto made no use. There is still no intention to make use of the right. On the contrary, endeavour is being made to meet Chinese wishes by leaving the construction of these lines to the Chinese. If, therefore, at the present time negotiations are being carried on between the German Minister in Peking and the Chinese Government with regard to the construction of railways, the negotiations refer only to the conditions under which the railway construction is to be left to the Chinese Government.

Similarly, with regard to "mining rights in the railway zone," it is stated that Germany is not making fresh claims, but is endeavouring "to meet the wishes of the Chinese Government" with regard to mining rights, which were conferred upon Germany in 1899. For example, it is said that one of the German mining companies in Shantung is negotiating with the Chinese Government concerning the surrender of mining rights.

The German semi-official writer does not appear to have studied your Peking Correspondent's despatch very closely, and it will be observed only to say what counter-claims are being asked of China in the current "negotiations" by which it is sought "to meet the wishes of the Chinese Government."

THE HAN-KAI RAILWAY LOAN.

WASHINGTON, July 21.

The Prince Regent of China, through the Legation here, has asked Mr. Taft to state that the Wai-wu-pu has been instructed to open negotiations with the American Chargé d'Affaires for the admission of American capital to the Han-kai railway loan on equal terms with the bankers of Great Britain, France, and Germany. This satisfactory outcome of the dispute appears to have been brought about by an exchange of telegrams between the Prince Regent and Mr. Taft, the terms of which are not disclosed at the White House.

New York, July 21.

Apparently the State Department expects American bankers to receive a quarter of the whole Han-kai loan by the simple device of increasing the total amount from \$27,000,000 (\$25,400,000) to \$36,000,000 (\$7,200,000). By this means the allotments to the European bankers will not be diminished. In other words, China will be persuaded to borrow more in order that the United States may be added to the list of her creditors.

Mr. Crane, the new Minister to China, is conferring with financiers here. In an interview yesterday he said:—"A precedent is what we want to establish. After that the task of this Government to maintain its position with the European Powers in the East will be less difficult. We are looking 20 years ahead."

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chantante, Last Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialties for the Skin are the envy of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [623]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KANATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to M. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [645]

THE NEW FRENCH REMEDY.

MADE IN FRANCE. THERAPION.

This successful remedy, used in continental hospitals by Ricord, Rostan, Jobert, Velpeau and others, surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, and without interfering with the ordinary use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2 for blood poisons, bala, spots, skin eruptions, and swelling of joints, secondary symptoms, ulcerations, gonorrhea, rheumatism, etc. It purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for exhaustion, and those "sick" feelings resulting from indisposition, worry, overwork, etc., etc. It possesses a powerful power in restoring strength and vitality to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is obtainable of principal Chemists or the Le Clerc Medicine Co. Haverstock Road, Hampstead, London. Price is England 2/6. The above Trade Mark is a fac-simile of word "THERAPION" as it appears on British Government Stamp affixed to every genuine package.



When you are overheated, thirsty and tired, drink

Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—Unsweetened, i.e., Plain Lime Juice. Sweetened, i.e., Lime Juice Cordial.

Agents:—A. C. Watson & Co., Ltd. Hong Kong.

1030

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCK AND HAS BEEN SOLD SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILA.

A. S. WATSON & CO. LTD.

1033

KEATING'S WORM TABLETS

A purely vegetable preparation. Sold in bottles by all Druggists. Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children. To be obtained of all Druggists. Proprietor, THOMAS KEATING, London, Eng.

1034

APIOLINE

(CHAPOTEAUT)



LADIES' REMEDY.

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

122-3

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 16th August, 1909. [1066]

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SPEZIA," Captain Girstenbrun, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 13th August, 1909. [1072]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PALMA," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 22nd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 16th August, 1909. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENSTRAE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW, Hongkong, 16th August, 1909. [1078]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"NIPPON," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Venice ex s.s. "Motovich," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, when they will be examined on the 23rd inst., at 10 a.m.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 19th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	CALEDONIA	Noon, 21st Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SYRIA	About 25th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 27th Aug.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 19th Aug., 4 P.M.
AMOI, SHANGHAI and CHINGKIANG	"CHANGCHOW"	On 19th Aug., 4 P.M.
CHEFOO and NEWCHWANG	"LUCHOW"	On 19th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 20th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug., 4 P.M.
MANILA	"TAMING"	On 24th Aug., 3 P.M.
CEBU and ILOILO	"KAIFONG"	On 24th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 26th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers, Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wootung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 18th August, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 18th Aug., at 2 P.M.
"HAIYANG"	SWATOW, AMOI and FOCHOW	FRIDAY, 20th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th August, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wed'day, 18th Aug., Noon.
SHANGHAI	"CHOYSANG"	Friday, 20th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 20th Aug., 4 P.M.
TIENTSIN via WEIHAIWEI and CHEFOO	"CHEONGSHING"	Saturday, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Tuesday, 24th Aug., Noon.
FOCHOW	"YATSHING"	Wed'day, 25th Aug., 3 P.M.
MANILA	"YUENSANG"	Friday, 27th Aug., 4 P.M.
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Tuesday, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 18th August, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOthenBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"CATHAY"	End of September.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 5th August, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. W. Almond	Manila	On 21st Aug., 5 P.M.
ZAFIRO	2540	E. Rodger	Manila	On 28th Aug., Noon.

For Freight or Passage apply to
Hongkong, 18th August, 1909.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Adeu or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. C. FEED. LAEISZ	19th Aug.
S.S. AMBERIA	30th Aug.
S.S. NICOMEDIA	12th Sept.
S.S. LIBERIA	15th Sept.

HOMEWARD.

For HAVRE & HAMBURG:

S.S. SLAVONIA	18th August
For HAVRE, BREMEN & HAMBURG:	
S.S. ANDALUSIA	1st Sept.
For MARSEILLES, HAVRE & HAMBURG:	
S.S. SAXONIA	2nd Sept.
For HAVRE & HAMBURG:	
S.S. SFEZIA	14th Sept.
For ANTWERP, ROTTERDAM & HAMBURG:	
S.S. ARABIA	About mid. of Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 13th August, 1909.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 29th June, 1909.

TOYO KISEN KAISHA, Yokohama.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU, Capt. C. H. Butler.	6,500	WED'DAY, 1st Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU, Capt. R. Takeda.	6,500	WED'DAY, 15th Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SEINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 P.M.
KOBE and YOKOHAMA	TANGO MARU, Capt. S. Ishikawa.	8,000	TUESDAY, 28th Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU, Capt. M. Yagi.	5,000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU, Capt. M. Winkler.	5,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA	KANASAWA MARU, Capt. J. Nagao.	6,500	FRIDAY, 20th Aug., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans.	5,000	FRIDAY, 20th August, at Noon.
	TAKASAKI MARU, Capt. A. Mooker.	5,000	TUESDAY, 24th August, at 5 P.M.
	MIYASAKI MARU, Capt. T. Mura.	9,000	FRIDAY, 27th Aug., at 5 P.M.
	KUMANO MARU, Capt. M. Winkler.	5,000	WED'DAY, 1st Sept., at Noon.

Fitted with New System of Wireless Telegraphy.

Omitting Keelung.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. Moses) - On Satur. 28th Aug.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 4th August, 1909.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS LONDON E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

Japan Office.

16, DES VEUUX ROAD,

14, WATER STREET,

HONGKONG.

YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 2nd August, 1909.

Telephone No. 375.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	CHINA	8000	March 19
DELTA	8000	MAIWA	11000	April 2
MACEDONIA	10500	(Through Steamer sailing at BOMBAY)		April 16
DEVANHA	8000	MOGOLIA	10500	April 30
ASSAYE	8000	MAIWA	11000	May 6
DELTA	7500	MOREA	11000	May 20
DELHI	8000	MOOLTAN	10000	June 3
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.0 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about	26 March
* SUMATRA	about	9 March
* NYNZA	about	23 April
* SUNDI	about	7 May
* MALTA	about	20 June
* SABBINIA	about	4 June
* NORE	about	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE, £82.0 RETURN.

2nd " £38.0 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

1076]

SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito.	6,178	SATURDAY, 28th Aug., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SHANGHAI via SWATOW, AMOI & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 19th Aug., at 10 A.M.
ANPING via SWATOW, AMOI & FOCHOW	"SOSHU MARU" Capt. K. SUGI	SATURDAY, 21st Aug., at 10 A.M.
TAMBU via SWATOW, AMOI & FOCHOW	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 22nd Aug., at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed, Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.</

